

low of 28.97 at 8 A. M. and thereafter getting to normal under the influence of a change of air from the cold North-west. The area of high winds and snow covered points along the coast from Norfolk to eastern Massachusetts. Trouble with the wires prevented the Weather Bureau from getting the high record at Block Island, where it blows more severely than on any other station when a real winter storm in Texas comes this way. Philadelphia had snow trouble with a precipitation measured in rain at 2.80 inches, or nearly twice ours, but not all snow. Sandy Hook was isolated and ships were reported first at Quarantine. Even the wires from that nearest station were unreliable for hours, and there was trouble on the wires to New England.

Boston and several other New England cities were isolated telegraphically last night from all points north, south, east and west. The Western Union and Postal operators strove vainly to get men at the keys of offices in the Hub. A worker at a Montpelier, Vt., wire gave the first news of what had happened to Boston by sending the message to an office in this city: "Can't get Boston, but a passenger from a train that has arrived here from the city says a blizzard was raging when he left and that a tidal wave had overwhelmed a part of it."

Efforts to get New York by telegraph were also ineffective and the impression of the telegraph companies was that the storm had prostrated wires all over the eastern parts of Massachusetts and Rhode Island.

3,000 EXTRA STREET CLEANERS.
Commissioner Bill Edwards and Jim Hogan, his deputy, spent all Sunday night setting the city for the blizzard. They spent a good chunk of the city's money in telephone calls—getting truckmen, recruiting sweepers and shovellers from the city's reserves and sending out a raft of orders to their subordinates all over the greater city. They made more than 300 telephone calls during the night.

Deputy Jim in an automobile did some hustling from 4 A. M. until midnight last night, and he took his meals on the go. He had a hot coffee and a sandwich at very irregular intervals and was about all the sustenance that he had. He had a chance to get through to the city hall at 10 o'clock, but he was too tired to go. He had a little rest at 11 o'clock, but he was too tired to go. He had a little rest at 11 o'clock, but he was too tired to go.

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The Commissioner tried out a new scheme which seemed to work pretty well. After he had seen the city hall, he had a hot coffee and a sandwich at very irregular intervals and was about all the sustenance that he had. He had a chance to get through to the city hall at 10 o'clock, but he was too tired to go. He had a little rest at 11 o'clock, but he was too tired to go.

The Metropolitan suffered a good deal from Saturday's storm than the B. R. T., or the Bronx trolley lines. The Metropolitan folk had to go to work on the jump, though, to keep square with their schedules.

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ing that they were having trouble with the surface lines in that borough. Cars were away behind on schedule and running in bunches. There were crowds at all the important transfer stations, particularly at 149th Street and Third Avenue, kicking about delays.

The subway had practically no trouble at all. It got about sixteen minutes late on Saturday night when folks took a look around, shook their heads at the trolleys and hustled into the subway. The Manhattan trolley lines had got into such shape that the subway was relieved of the extra traffic.

The storm interfered somewhat with funerals and had it been any other day there would have been a funeral in Flatbush, but on account of the weather the remains were placed in a vault in Greenwood Cemetery. Another funeral was postponed to Sunday. There were comparatively few Sunday funerals. In one case, that of a funeral in Flatbush, the interment was to have been made in Woodlawn, but on account of the weather the remains were placed in a vault in Greenwood Cemetery.

PENNSYLVANIA RAILROAD CATCHES IT.
Of all the trunk lines that come to New York the Pennsylvania suffered the most. After a very early start it was delayed to straightening things out and they had been got fairly straight by 7 P. M. The wind filled up out west of Trenton and in Pennsylvania, and the train was delayed the whole system in those parts was tied up. Train 175, which is a New York and Philadelphia express, left Jersey City at 10 o'clock. It got about sixteen minutes late beyond Trenton and then was stuck in a snowdrift. Train 125, another Philadelphia express, left Jersey City at 5 o'clock and got stuck in a snowdrift. The plough was started from Jersey City to cut its way through the snow as far as it could go.

The freight service of the road was put out of commission at 3 o'clock in the morning and many freight trains are stalled all over the road. The local train service is in fair shape. The waiting room at Jersey City was crowded all day long.

SAND BURGERS COASTWISE TRUCKS.
Sand caused more trouble than snow on a long stretch of the Atlantic Highlands division of the Jersey Central railroad along the shore front between Sea-bright and the Atlantic Highlands. The wind blew a terrific gale from the ocean, ploughed up the beach and scooped up the sand, whirling it over the tracks and into the cars. The rails in some places were buried under a foot of sand. Telegraph and telephone poles were blown down, which added to the misery of the railroad men by cutting off communication. There was a lot of getting together a sufficient force of men to clear the tracks owing to the holiday.

At 10 o'clock the sand was again blowing. The local train service was ready for business. At that hour the first train bound for the Atlantic Highlands started. The train was delayed in getting together a sufficient force of men to clear the tracks owing to the holiday. At 10 o'clock the sand was again blowing. The local train service was ready for business. At that hour the first train bound for the Atlantic Highlands started.

The trouble was practically all between Albany and New York. The storm in the West was negligible, according to the railroad men. The storm in the West was negligible, according to the railroad men. The storm in the West was negligible, according to the railroad men.

TRAINS ABANDONED IN SNOW

PENNA. R. R. GIVES UP EFFORTS TO GET THROUGH DRIFTS.

Cuts Between Harrisburg and Philadelphia Filled and All Traffic Suspended—Few Trains Running Between Baltimore and the North—Wires Down.

HARRISBURG, Pa., Dec. 26.—All east-bound trains on the Pennsylvania Railroad were stopped here after 4 o'clock this morning on account of the heavy drifts between Lancaster and Philadelphia.

To-night between four hundred and five hundred stranded passengers were quartered in the hotels of Harrisburg. All day long they waited for the opening of the line, but early this evening they were notified that the snow was drifting back into the big cut east of Lancaster as fast as it could be ploughed and shovelled out and that there would be no trains to Philadelphia or New York before morning.

The heldup passengers are being well cared for. Those who lacked funds were supplied by railroad officials.

WASHINGTON, Dec. 26.—A train which left New York at 9 o'clock last night got stuck in a snowdrift. The train was delayed in getting together a sufficient force of men to clear the tracks owing to the holiday.

No more trains are expected from New York until some time to-morrow, when according to advice received at the Union Station here it is hoped the wires will be repaired and snowdrifts cleared away so that traffic can be partly resumed.

It is not expected that any attempt will be made to put any of the northbound schedules into operation for several days. No effort will be made to run a train out of here northward to-night. During the day a desultory local service has been maintained, but the trains between Baltimore and the Southern, which have been delayed by drifts and poor telegraph connections at some points, have managed to get along.

The tieup of railroad traffic north of this point is as complete, apparently, as during inaugural week last March and at the time of the big blizzard of 1899. Five inches of snow fell in the thirty hours ended at 9 o'clock this morning. High winds made out of door life disagreeable.

Reports here indicate the most serious interruption in the telegraph service to Baltimore was forced to remain here to-night. The snowfall hereabouts averaged eighteen inches. Philadelphia, Dec. 26.—Philadelphia was hit hard by Saturday night's blizzard. The Market Street subway and elevated road the entire rapid transit system was put out of business.

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Two sections, composed of mail and express cars, were still imbedded in the snow. The first section was dug out at 6 o'clock to-night. It included several day coaches and half a dozen Pullman sleepers.

The train while being brought northward stopped at Princeton, N. J., and took aboard fifty passengers from southbound train 79 from New York, which left here at 7 A. M. and became stalled. These passengers suffered greatly from cold, the engine fire being drawn because of a lack of water. They spent the night here and in Philadelphia and will try to resume their journey to-morrow.

The Pennsylvania Railroad officials announced to-night that the worst trouble being experienced from huge drifts between Iron Horse and Dover. Four tracks between Wilmington and Philadelphia are open.

When train 79 was imbedded at Price's relief engine and car were sent to it from here. This engine was soon stalled and a second relief engine and car were started, only to be lost. Railroad officials were mystified when a northbound relief engine was missing. The engineer said, however, that he saw an immense snowdrift half a mile below Stanton.

The passengers of the first section made a raid on a store at Iron Hill for food and cleaned the place out. The Delaware engine was sent to it from here. This engine was soon stalled and a second relief engine and car were started, only to be lost.

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The New York division was announced out to Philadelphia about 6 o'clock and several trains were brought in to about 10 o'clock to-night.

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STORM GRIPS NEW ENGLAND

WIND AND SNOW BREAK WIRES AND PARALYZE TRAFFIC.

Gale Swells Tide and Boston Harbor Waters Flood Surrounding Lands—People Damaged in Beds Millions of Dollars Damage—Worst in Years.

Boston, via Worcester, Dec. 26.—This city is to-day cut off from all points north and west by the worst snowstorm seen here in years.

Street car traffic was at a standstill until late to-night and but few cars are now running. Telegraphic communication has been cut off. The Postal having only a wire between their main office and one of the local hotels working.

No trains arrived over either the New Haven or Boston and Albany lines in the south station from midnight last night until after 4 this afternoon, and all trains were from two hours to six hours late in leaving and then had to feel their way. All railroad dispatching wires being down.

The Boston and Maine trains from Worcester, New Hampshire and Maine are now on eight to ten hours delay and no communication between stations is possible as yet. It is reported that trains due at the North Station at noon to-day from the North will arrive in Boston in the morning while trains to Fitchburg and nearby towns are feeling their way in four and five hours late.

It is reported that the heaviest part of the blizzard is around South Framingham and Boston suburban towns, and it will be several days before telegraph wires and trolley wires can be repaired and trains run on schedule.

Boston harbor traffic was at a standstill from midnight and ferries from here to East Boston stopped running early this morning, cutting that section of the city off, while Chelsea, Charlestown and Cambridge people were compelled to walk and will also have to reach their business in the same way in the morning, the street railway company being unable to clear the tracks.

The wind blowing from the northeast drove the sea into the harbor and this evening the tide was the highest since 1881. It rose fifteen feet, or four feet above normal, and flooded the water, particularly along Atlantic avenue, where docks were under water, cellars filled and great damage was done to merchandise stored there. The harbor master estimates the damage at more than \$1,000,000.

On Cape Cod the wind blew eighty miles an hour, which makes this the worst storm since 1888.

The heavy snow on the trees has broken many of them in the parks and on the common.

In the harbor many vessels broke away from their moorings, but they were rescued by tugs and safely moored again.

At Everett, which is back of Chelsea, and where many houses are built on low land there was a big flood that caused much damage and suffering. The water rose in many parts of that district as high as the second story windows and families were rescued in boats from the United States Marine Hospital. Mayor Bruce ordered the schools and public buildings closed and the streets were covered with blankets. About two thousand persons have been thus cared for.

On East Locust Street Cornelius Harkin and his wife were drowned in their bed. They occupied a room on the second floor and the flood rose so quickly that they were drowned before help could get to them. In another house a baby was drowned, and about 100 horses and cows have been drowned in Everett.

At Winthrop, where there is a fine boulevard along the shore with a sea wall. About a mile of this wall has been knocked down by the flood and the big stones have been carried up the streets.

At Beachmont four houses were swept away and along the Saugus River, where the houses are on low land, their occupants were rescued in boats.

Other towns along the shore were considerably damaged. At Nantasket Beach many houses have had their piazzas and porches destroyed, so that the water had free way. Damage was done at Lynn, and the storm seems to have been at its worst along the north shore.

deep are found. As 10 to-night the gale had fallen, but the snow continues heavy. Providence, Dec. 26.—This is the worst storm since 1881. The snow is heavy and wet and is breaking telegraph and telephone lines. There isn't a telegraph wire working out of Providence. The street car service is demoralized. The street cars have been tied up all day, but are being operated to-night under difficulties. At least a hundred million dollars of damage is done to the city. The street cars are from four to eight hours late.

THEATRICAL BUSINESS HIT.

Charles Frohman Obligated to Charter Special Trains for Three Companies.

The theatrical business was hard hit by the storm, coming as it did at a time when an unusual number of companies were moving. The week following Christmas is the time selected by Charles Frohman especially for new attractions at his New York theatres. But in addition to the incoming companies and productions—Francis Wilson, journeying from Philadelphia to the "Fires of Fate," the Chicago to the Liberty Theatre, "The Commanding Officer" due from Philadelphia for the Savoy Theatre—Mr. Frohman was obliged last night to send "The Arcadians," a huge musical comedy production, to Philadelphia, "Arise Lupin" to Chicago and "Israel" to Philadelphia by specially chartered trains.

At every stage door yesterday was posted a manager giving no directions to the storm-tossed actors. Not "Merry Christmas," but "No regular train," hurrying the stage hands and actors to the special at 3:35, was the salutation from mouth to mouth.

Every incoming organization, even on such a short journey as from Philadelphia to New York, was late. And even then only the actors and actresses arrived. The scenery and baggage of "The Fires of Fate," Francis Wilson in "The Commanding Officer" and "Arise Lupin" to Chicago and "Israel" to Philadelphia by specially chartered trains.

FOUND REUNION IN DRIFT.

Homeless Italian, 78 Years Old, Picked Up in East New York.

Carlo Parillo, 78 years old, a homeless Italian, was found lying in a snow drift on Jamaica avenue, East New York, last night, by Robert Campbell of 182 Jamaica avenue, who with other men carried him to the Liberty avenue station. He was unconscious from exposure and an ambulance surgeon said he was also suffering from starvation.

Capt. Reimels recognized him as a man who had been found on Saturday night, homeless and penniless, by Police-man Keifer in New Jersey avenue. He had been taken to the station house and held on a charge of vagrancy, was arraigned before Judge in New Jersey avenue court. The magistrate suspended sentence on him, the police say, and he went out into the cold to wander about. Last night he was again held on a charge of vagrancy pending arraignment in the same court this morning. The policeman thawed him out, and after the surgeon had tested him purchased a hot meal for him.



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DIED.

ANDRUS.—On Friday, December 26, 1930, Julia M. wife of John E. Andrus, in the 63rd year of her age.

BEACH.—On Sunday, December 26, 1930, at his residence, 35 West 12th st., Homer Phelps Beach.

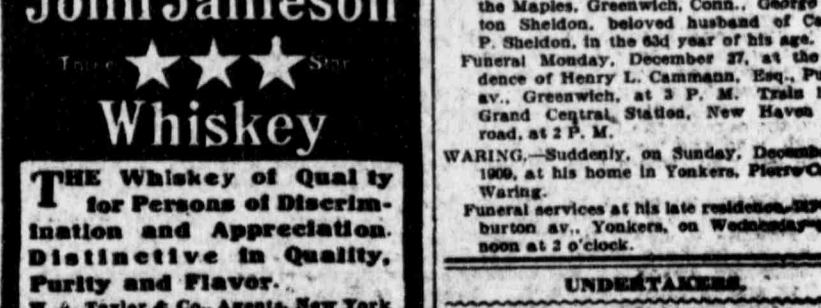
BROCK.—On December 26, 1930, Arthur Brock, 1908, Emerson St., beloved wife of Frederick W. Brock and daughter of General and Mrs. James Jourdan.

CHITTENDEN.—On December 26, after a brief illness, at Burlington, Vt., Horace H. Chittenden, formerly of New York, son of the late L. E. Chittenden.

CORWIN.—Entered into rest, on Christmas Day, 1930, at his residence, 463 State st., Brooklyn.

COWEN.—On Sunday, December 26, 1930, at his residence, 100 West 12th st., Brooklyn.

CULBERT.—On December 26, 1930, at Poughkeepsie, N. Y., on Tuesday, December 26, 1930, at 3 o'clock P. M.



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